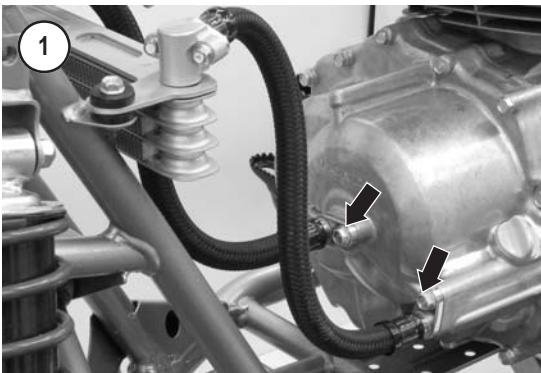


NOTE: Refer to the Supplement at the back of this manual for information unique to 2006-on models.

CHAPTER SIX

CLUTCH AND PRIMARY DRIVE GEAR

6



This chapter describes service procedures for the following assemblies:

1. Clutch cover.
2. Clutch lever.
3. Centrifugal clutch and primary drive gear.
4. Change clutch.

The clutch cover, clutch and primary drive gear assemblies can be serviced with the engine mounted in the frame. However, because of the engine's mounting position in the frame, the photographs in this chapter show the engine removed from the frame for clarity.

When inspecting clutch components, compare all measurements to the clutch specifications in **Table**

1. Replace any component that is damaged, worn to the service limit or out of specification. During assembly, tighten fasteners as specified. **Table 1** and **Table 2** are at the end of this chapter.

CLUTCH COVER

Removal

1. Park the vehicle on level ground and set the parking brake.
2. Remove the seat, both side covers and front fender as described in Chapter Fourteen.
3. Drain the engine oil as described in Chapter Three.
4. Remove the oil line flange bolts and disconnect the oil cooler hoses (**Figure 1**) from the clutch cover.
5. Evenly loosen and then remove the clutch cover bolts (**Figure 2**).

NOTE

*Watch for the clutch lever (A, **Figure 3**). It may fall out when the clutch cover is removed.*

6. Remove the clutch cover from the front of the crankcase. Do not lose the washer (B, **Figure 3**) from the master arm shaft.
7. Remove the gasket (A, **Figure 4**) and dowels (B).
8. Disassemble and inspect the clutch cover as described in this section.

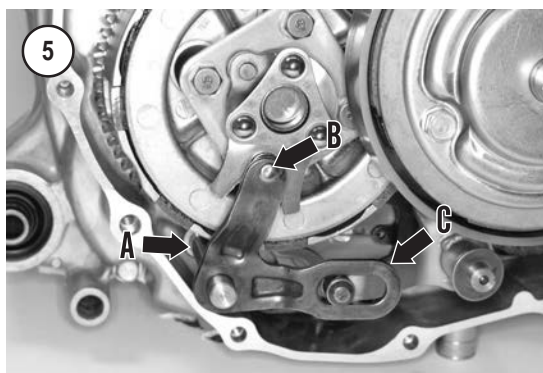
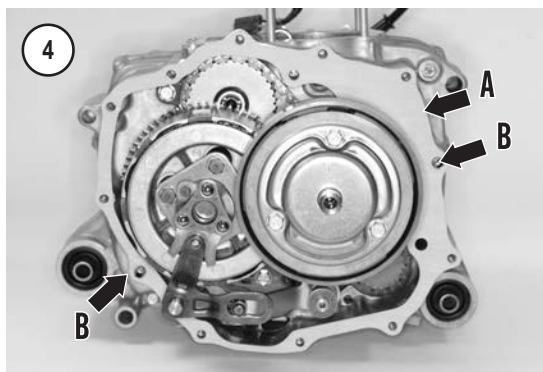
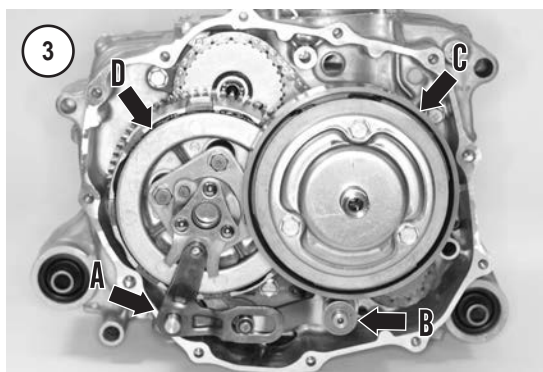
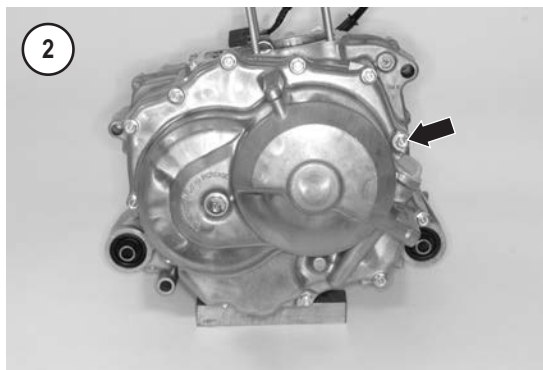
Installation

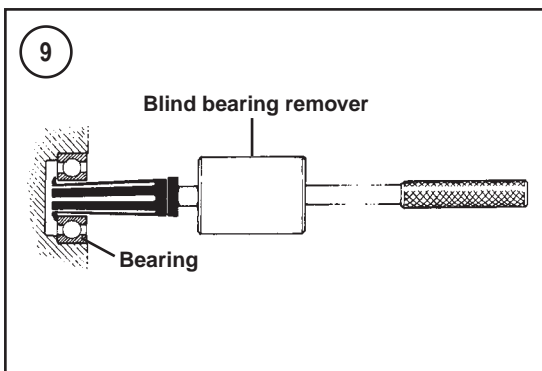
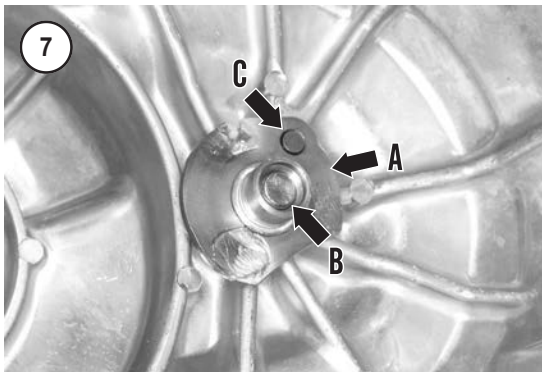
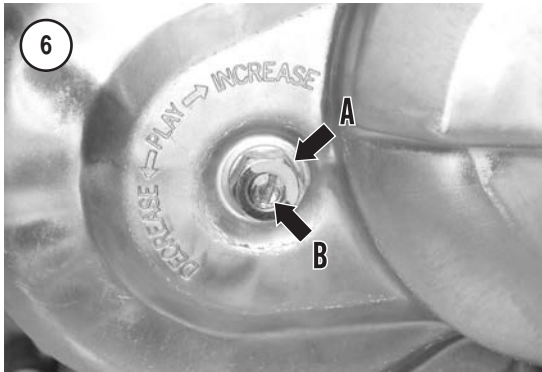
1. Remove all gasket residue from the clutch cover and crankcase gasket surfaces.
2. If the clutch lever was removed, perform the following:
 - a. Lubricate the clutch lever roller with engine oil.
 - b. Install the clutch lever so its shaft seats in the boss in the crankcase (A, **Figure 5**).
 - c. Make sure the clutch lever roller engages the arm of the lifter cam (B, **Figure 5**) and the roller on the master arm sits inside the slot in the clutch lever arm (C).
3. Make sure the washer (B, **Figure 3**) is in place on the end of the master arm shaft.
4. Install a new clutch cover gasket (A, **Figure 4**) and the dowels (B).
5. Install the clutch cover and secure it in place with the clutch cover bolts (**Figure 2**). Follow a crisscross pattern, and evenly tighten the clutch cover bolts securely.
6. Adjust the clutch as described in Chapter Three.
7. Install the front fender, side covers and seat as described in Chapter Fourteen.

Disassembly/Inspection/Assembly

The clutch cover houses the crankshaft end bearing and the clutch adjuster mechanism. The bearing supports the front end of the crankshaft so it must operate smoothly and fit tightly in the mounting bore.

1. Carefully remove any gasket residue from the gasket mating surfaces on the clutch cover and on the crankcase. Do not scratch the surfaces, cover or crankcase. An oil leak could result.
2. Remove the adjuster locknut (A, **Figure 6**) from the adjuster bolt (B).
3. Remove the adjusting plate (A, **Figure 7**) from the inside of the cover, and then remove the adjuster bolt (B) and its O-ring.



**WARNING**

Do not spin the bearing with compressed air when drying it. Doing so may cause the bearing to fly apart.

4. Clean the clutch cover and its oil passages with solvent. Clean the crankshaft end bearing while it is submerged in solvent. Dry the clutch cover, oil passages and bearing with compressed air.

5. Lubricate the crankshaft end bearing with engine oil.

6. Hold the clutch housing and slowly turn the crankshaft end bearing (**Figure 8**) inner race. Check the crankshaft end bearing for roughness, pitting, noise and play. Replace the bearing if it turns roughly or has excessive play as follows:

- Set the clutch cover on the bench with the bearing facing up.
- Use a blind bearing puller (**Figure 9**) to remove the crankshaft end bearing from the clutch cover.
- Apply engine oil to the new bearing outer race and to the mounting bore in the clutch cover.
- Drive the new bearing into place with an appropriate bearing driver or socket that matches the outside diameter of the bearing. Install the bearing so its sealed side faces the outside of the clutch cover.

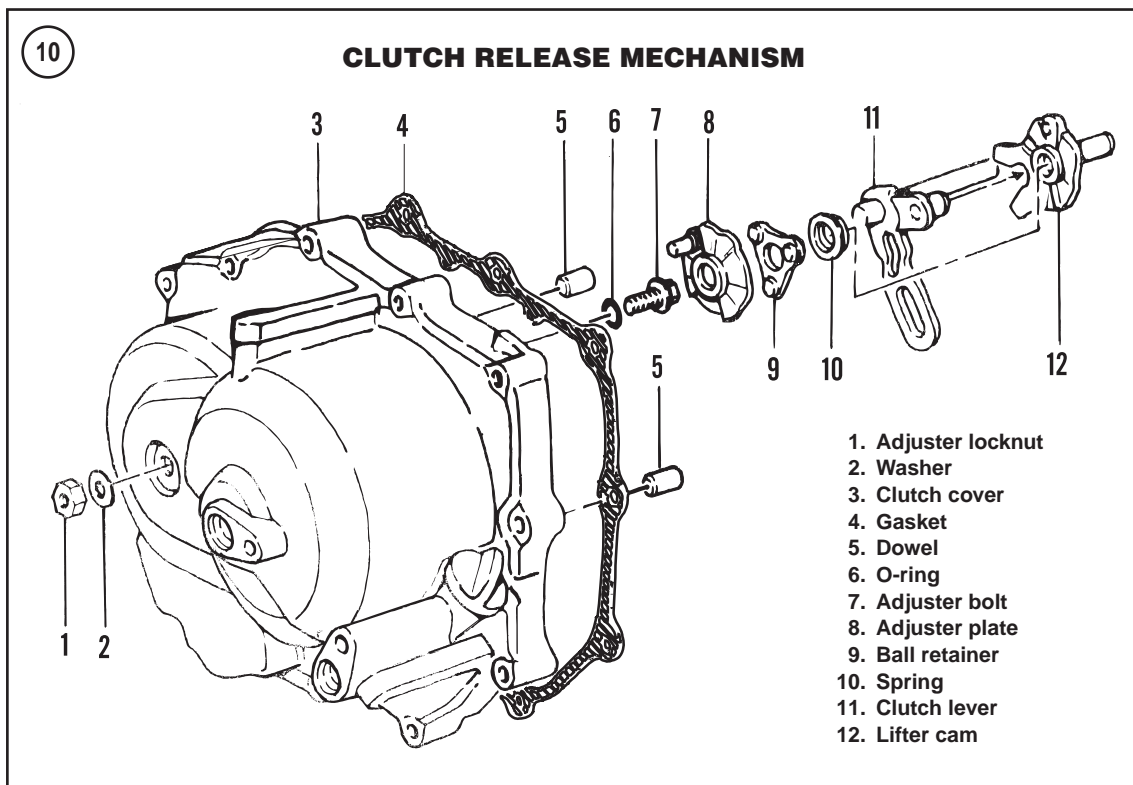
7. Check that the bearing outer race fits tightly in its mounting bore. If the bearing fits loosely in the clutch cover, the mounting bore is probably cracked or excessively worn. Replace the clutch cover. Inspect the crankshaft end bearing by turning it by hand.

8. Assembly is the reverse of removal. Note the following:

- Apply engine oil to a new O-ring and fit in on the adjuster bolt. Make sure the side with the O-ring faces away from the adjusting plate.
- Install the adjusting plate so its stopper pin (C, **Figure 7**) sits in the boss on the inside of the clutch cover.
- Install and finger-tighten the clutch adjuster locknut (A, **Figure 6**). The nut is tightened once the clutch is adjusted.

CLUTCH RELEASE MECHANISM

The clutch release mechanism (**Figure 10**) engages and disengages the change clutch as the gear-shift pedal is moved during gear changes.

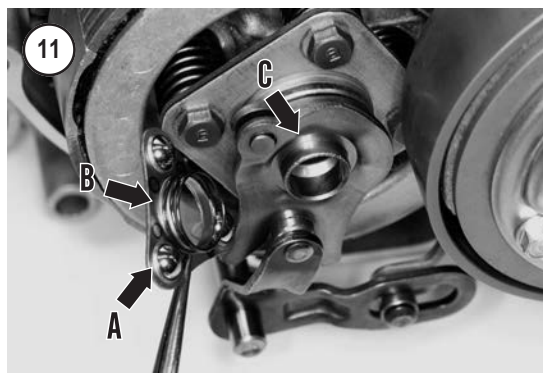


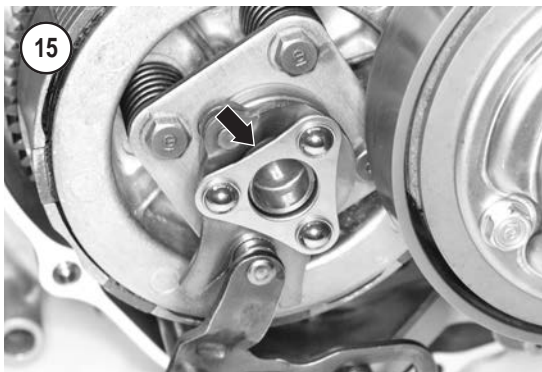
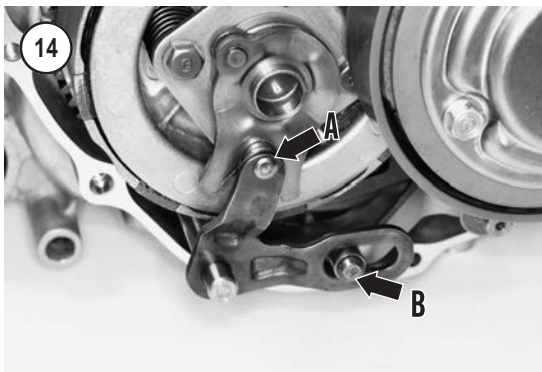
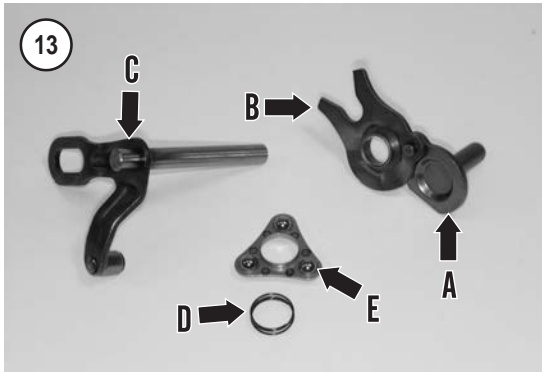
Removal

1. Remove the clutch cover as described in this chapter.
2. Remove the clutch lever (A, **Figure 3**) from the crankcase. Note that the clutch lever roller engages the arm of the lifter cam (B, **Figure 5**) and the bearing on the master arm sits inside the slot in the clutch lever arm (C).
3. Remove the ball retainer (A, **Figure 11**) and spring (B) from the lifter cam (C).
4. Remove the lifter cam assembly (A, **Figure 12**) from the lifter plate (B).
5. If necessary, remove the adjusting plate from the clutch cover as described in *Clutch Cover, Disassembly/Inspection/Assembly*.

Installation

1. If removed, install the adjusting plate into the clutch cover as described in *Clutch Cover, Disassembly/Inspection/Assembly*.





2. The lifter cap is attached to the lifter cam with a pivot pin. Lubricate the lifter cap bore (A, **Figure 13**) with lithium grease.
3. Install the lifter cam assembly (A, **Figure 12**) onto the lifter plate (B) so the lifter cap is seated in the bearing bore.
4. Install the clutch lever (A, **Figure 3**) by performing the following:
 - a. Lubricate the clutch lever roller with engine oil.

- b. Install the clutch lever so its shaft seats in the boss in the crankcase (A, **Figure 5**).
- c. Make sure the clutch lever roller engages the arm of the lifter cam (A, **Figure 14**) and the roller on the master arm sits inside the slot in the clutch lever arm (B).
5. Install the spring (B, **Figure 11**) onto the shoulder of the ball retainer (A).
6. Install the spring and ball retainer onto the lifter cam shoulder (**Figure 15**).
7. Install the clutch cover as described in this chapter.

Inspection

Replace parts that show excessive wear or damage.

1. Clean and dry all parts.
2. Check the clutch lever (C, **Figure 13**) for cracks or wear. Make sure the roller turns freely.
3. Check the arms of the lifter cam (B, **Figure 13**) where the arms engage the clutch lever roller.
4. Check the lifter cap (A, **Figure 13**) for excessive wear or damage. Check its pivot pin for excessive wear.
5. Check the spring (D, **Figure 13**) for stretched or damaged coils.
6. Check the ball retainer (E, **Figure 13**) for a cracked ball cage. The balls must turn smoothly in the retainer and not fall out. Check the balls for cracks or flat spots.
7. Check the adjuster bolt for stripped threads. Replace the O-ring if it is cracked or damaged.
8. Check the adjusting plate for damaged or excessively worn engagement arm tabs.

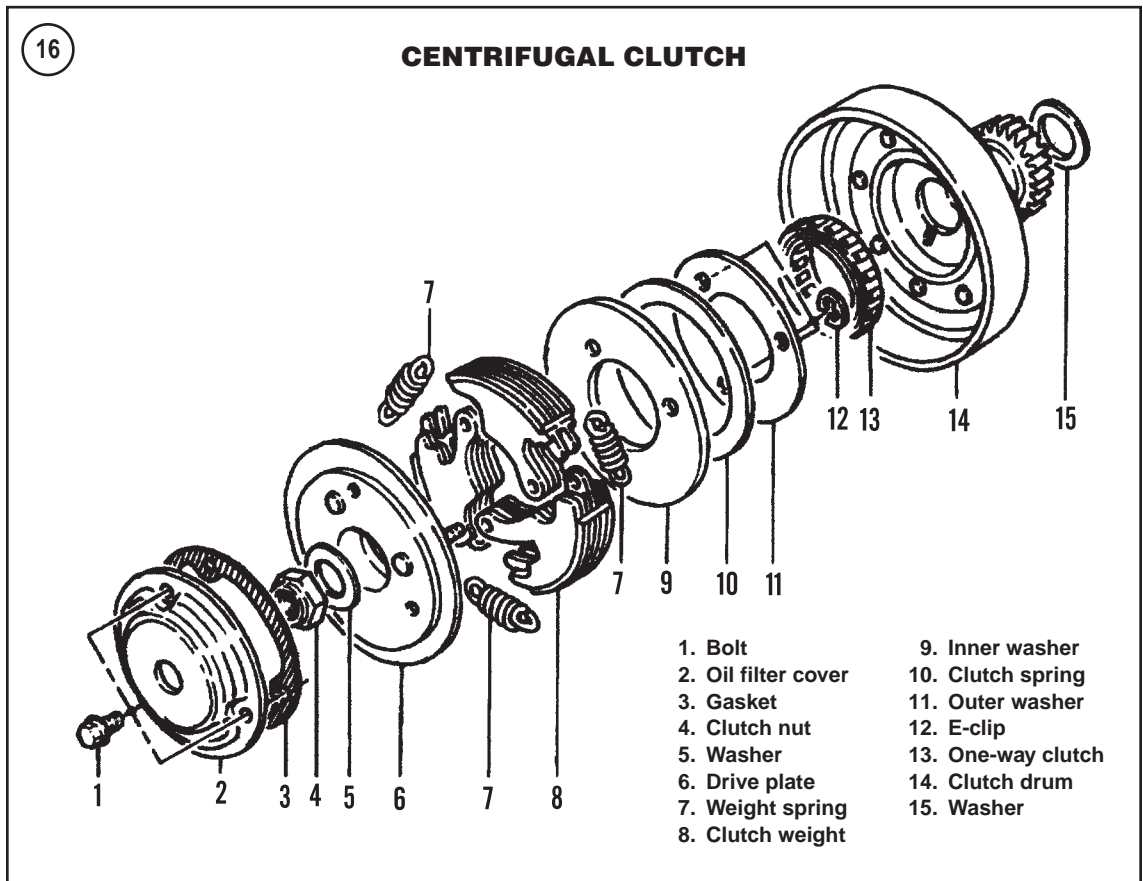
CENTRIFUGAL CLUTCH AND PRIMARY DRIVE GEAR

The TRX250EX uses two clutch assemblies: a centrifugal clutch (C, **Figure 3**) on the crankshaft and a change clutch (D) on the mainshaft. The centrifugal clutch must be removed first.

The centrifugal clutch can be removed with the engine installed in the frame. Refer to **Figure 16**.

Tools

Before removing the centrifugal clutch nut, note the following:



1. The clutch drum must be locked in place when loosening and tightening the clutch locknut. The following two tools can be used to do this:

- a. Honda clutch holder (part No. 07HMB-HB70100 or 07923-HB3000B [Figure 17]).
- b. Universal flywheel holder (Figure 18).

NOTE

If the engine is mounted in the frame, it may be difficult to hold the clutch drum with a flywheel holder.

2. The clutch nut (Figure 19) is staked to a notch in the crankshaft. Purchase a new locknut before removing the centrifugal clutch.



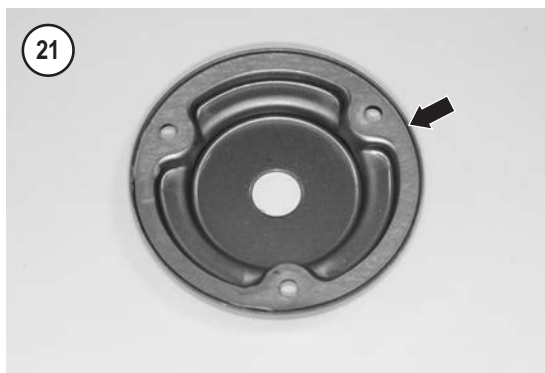
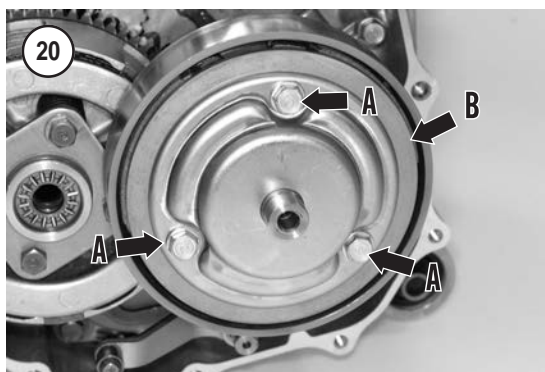
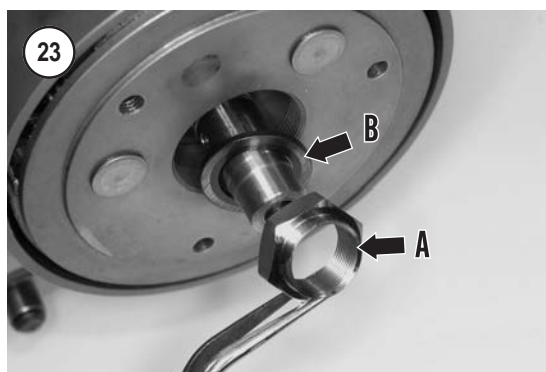
3. Inspect the gasket (Figure 21) on the back of the oil filter cover. Replace the gasket if necessary.

Centrifugal Clutch Removal

1. Remove the clutch cover as described in this chapter.
2. Remove the mounting bolts (A, Figure 20) and oil filter cover (B) from the centrifugal clutch.

CAUTION

Make sure to unstake the clutch nut where it contacts the crankshaft. This prevents the nut from damaging the crankshaft threads as the nut is being removed.



4. Using a die grinder, unstick the clutch nut from the groove in the crankshaft (**Figure 19**). Cover exposed parts so metal particles do not enter the clutch or engine.

NOTE

The centrifugal clutch nut has left-hand threads.

5. Hold the clutch drum with a clutch holder (**Figure 22**). Loosen and remove the centrifugal clutch nut (A, **Figure 23**) and washer (B). Discard the clutch nut.

6. Thread the clutch puller onto the drive plate threads. Hold the clutch puller body with a wrench and then turn its end bolt to pull the drive plate assembly off the crankshaft. Refer to **Figure 24**.

7. Rotate the change clutch, and align its cutout (A, **Figure 25**) with the primary drive gear (B). Remove the clutch drum (C, **Figure 25**) from the crankshaft.

8. Remove the washer (**Figure 26**) from the crankshaft.

9. Inspect the clutch drum and drive plate assemblies as described in this section.

Centrifugal Clutch Installation

1. Set the clutch drum on the bench so the one-way clutch side faces up (**Figure 27**).
2. Set the drive plate assembly into the clutch drum so the drive plate boss sits in the one-way clutch. Turn the drive plate assembly clockwise (**Figure 28**) and press it into the one-way clutch until it bottoms.
3. Lubricate the crankshaft, primary drive gear bore and washer with engine oil.
4. Install the washer (**Figure 26**) onto the crankshaft.
5. Align the splines of the drive plate with those of the crankshaft, and slide the centrifugal clutch (C, **Figure 25**) onto the crankshaft. Rotate the change clutch as necessary so the primary drive gear (B, **Figure 25**) aligns with the cutout in the change clutch (A).
6. Install the washer (B, **Figure 23**) onto the crankshaft.

NOTE

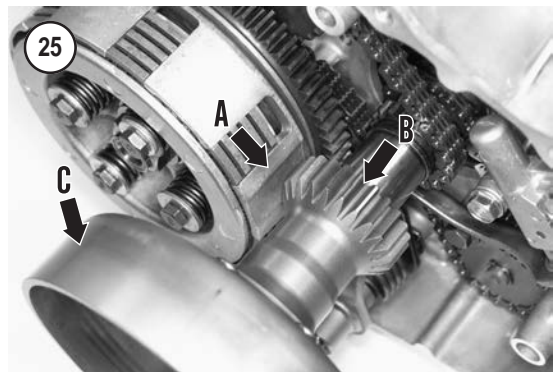
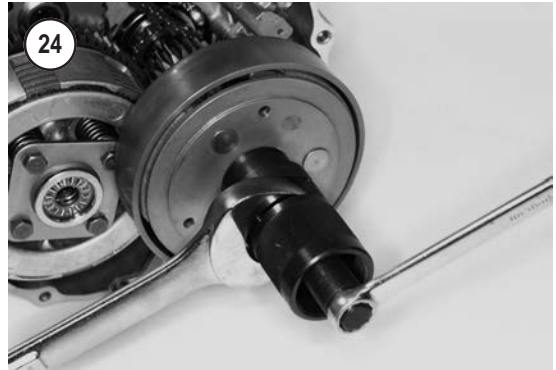
The centrifugal clutch nut has left-hand threads.

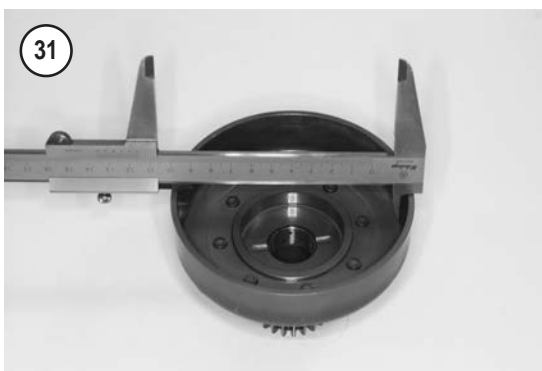
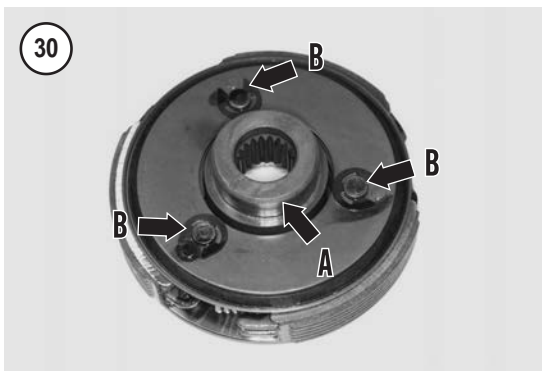
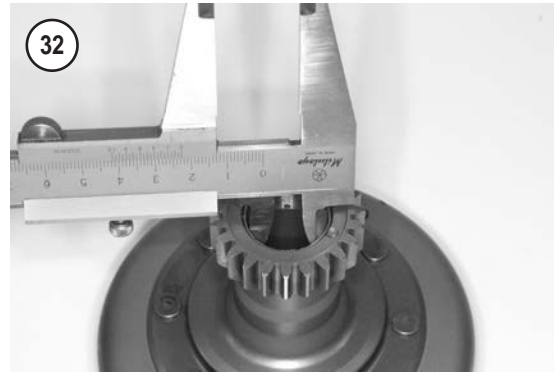
7. Apply engine oil to the threads and flange of a new centrifugal clutch nut, and install the nut (A, **Figure 23**).
8. Hold the centrifugal clutch with the same tool used during removal (**Figure 22**), and tighten the centrifugal clutch nut to 88 N•m (65 ft.-lb.).
9. Stake the edge of the clutch nut (**Figure 19**) to the notch in the crankshaft.
10. Clean the oil filter cover as described in *Engine Oil and Filter* in Chapter Three.
11. Install the oil filter cover (B, **Figure 20**). Apply ThreeBond 1333B to the threads of the mounting bolts and tighten the bolts (A, **Figure 20**) securely.
12. Install the clutch cover as described in this chapter.

Clutch Drum Inspection

Refer to **Table 1** when inspecting the clutch drum components. Replace parts that are out of specification or damaged.

1. Check the one-way clutch operation by performing the following:
 - a. Set the clutch drum on the bench so the one-way clutch side faces up (**Figure 27**).





- b. Set the drive plate assembly into the clutch drum so the drive plate boss sits in the one-way clutch. Turn the drive plate assembly (**Figure 28**) clockwise and press it into the one-way clutch until it bottoms.
- c. Hold the clutch drum and turn the drive plate assembly. It should turn *clockwise* within the clutch drum but not counterclockwise.

2. Remove the drive plate assembly from the clutch drum.

3. Mark the one-way clutch (**Figure 27**) so its up side can be identified. The one-way clutch must be reinstalled with the same orientation during assembly.

4. Remove the one-way clutch (**Figure 29**) from the clutch drum. Inspect the one-way clutch for signs of heat damage, cracks or other damage. Replace the one-way clutch if there is visible damage or if it failed to operate as described in Step 1.

5. Inspect the drive plate bearing boss (A, **Figure 30**) for excessive wear or damage. Check for signs of overheating.

6. Check the exterior of the clutch drum for cracks or damage, and check the inside diameter for excessive wear or damage. Measure the clutch drum inside diameter with a vernier caliper (**Figure 31**).

7. Measure the inside diameter of the clutch drum bushing (**Figure 32**).

8. Check the clutch drum bushing (A, **Figure 33**) for burning, scoring or other signs of damage.

9. Inspect the primary drive gear (B, **Figure 33**) for broken or excessively worn teeth.

10. Measure the outside diameter of the crankshaft at the two points shown in **Figure 34**.

11. Lubricate the one-way clutch and its housing in the clutch drum with engine oil. Install the one-way

clutch in the housing so the side marked during removal faces out (**Figure 27**).

12. Inspect and service the centrifugal weight assembly as described in this section.

Drive Plate Disassembly/Inspection/Assembly

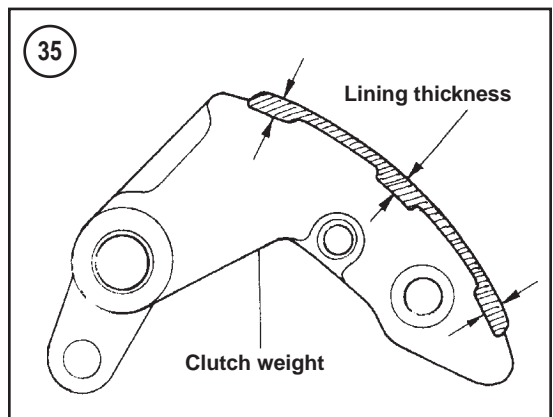
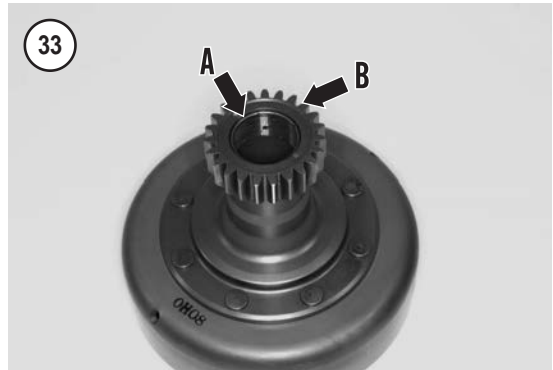
Refer to **Table 1** when inspecting drive plate assembly components. Replace parts that are out of specification or damaged.

1. Disassemble the drive plate assembly (**Figure 16**) by performing the following:

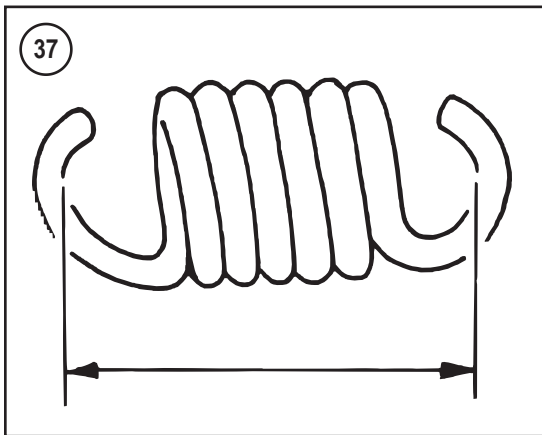
CAUTION

Apply just enough pressure to expose the clip grooves in the drive plate pins. Excessive pressure could damage the drive plate assembly.

- Secure the drive plate assembly in a vise by applying just enough pressure to expose the groove in the end of each drive plate pin.
 - Remove the E-clips (B, **Figure 30**), and then remove the drive plate assembly from the vise.
 - Remove the outer washer, clutch spring and inner washer.
 - Remove the weight springs (7, **Figure 16**) and clutch weights (8).
- Measure the lining thickness of each weight at the points shown in **Figure 35**. If any lining is out of specification, replace all the clutch weights as a set.
 - Check the clutch spring (10, **Figure 16**) for cracks or signs of heat damage. Measure the height of the clutch spring with a vernier caliper (**Figure 36**).
 - Check the weight springs (7, **Figure 16**) for cracks or stretched coils. Measure the free length of each spring (**Figure 37**) with a vernier caliper. If any weight spring is out of specification, replace all of the weight springs as a set.
 - Check the outer and inner washers. Replace them as necessary.
 - Inspect the drive plate for damaged splines, warp or damaged clutch weight pins. Check the E-clip groove in the end of each pin for damage.
 - Reassemble the drive plate assembly by performing the following:
 - Lubricate the drive plate pins with engine oil.



- Install the clutch weights and weight springs. Install the weight springs with their open ends facing down.
- Install the inner washer (9, **Figure 16**).
- Install the clutch spring (10, **Figure 16**) so its cupped side faces down toward the inner washer.
- Install the outer washer (11, **Figure 16**) so its locating pins face out.

**CAUTION**

Apply just enough pressure to expose the clip groove in the drive plate pins. Excessive pressure could damage the drive plate assembly.

- f. Secure the drive plate in a vise by applying just enough pressure to compress the clutch spring and expose the clip grooves in the end of each drive plate pin. Install the E-clips with the open end of each E-clip against its corresponding locating pin on the outer washer. Check that each E-clip seats in its groove completely.
- g. Remove pressure from the drive plate and check that the outer washer seats evenly against each E-clip.

CHANGE CLUTCH

The change clutch (**Figure 38**) can be removed with the engine installed in the frame.

Tools

Before removing the change clutch, note the following:

1. The clutch nut (**Figure 39**) is staked to a notch in the mainshaft. Purchase a new clutch nut before removing the change clutch.
2. When loosening and tightening the clutch nut, some means of holding the change clutch is required. The following list suggests methods for the home mechanic:
 - a. A clutch center holder (Honda part No. 07GMB-KT70101 or 07HGB001010B [**Figure 40**] or its equivalent).
 - b. An impact wrench can be used to loosen the clutch nut. However, when tightening the nut during clutch assembly, a separate tool setup is required to hold the clutch so the clutch nut can be tightened with a torque wrench.
 - c. A spare gear (**Figure 41**) can be used to lock the clutch outer gear to the primary drive gear for tightening the clutch nut.

Removal/Disassembly

1. Remove the clutch release mechanism as described in this chapter.
2. Remove the centrifugal clutch as described in this chapter.
3. Evenly loosen the four lifter plate bolts (A, **Figure 42**) 1/4 turn at a time in a crisscross pattern. Remove the bolts (A, **Figure 42**), the lifter plate (B) and each clutch spring (**Figure 43**).

CAUTION

Make sure to unstake the clutch nut where it contacts the mainshaft. This prevents the nut from damaging the mainshaft threads as the nut is being removed.

4. Using a die grinder, unstake the clutch nut from the groove in the mainshaft (**Figure 39**). Cover the exposed parts so metal particles do not enter the clutch or engine.
5. If the clutch plate assembly is not being serviced, install two clutch springs, washers and clutch spring bolts so the clutch plate assembly (the clutch center, clutch plates, friction plates and pressure

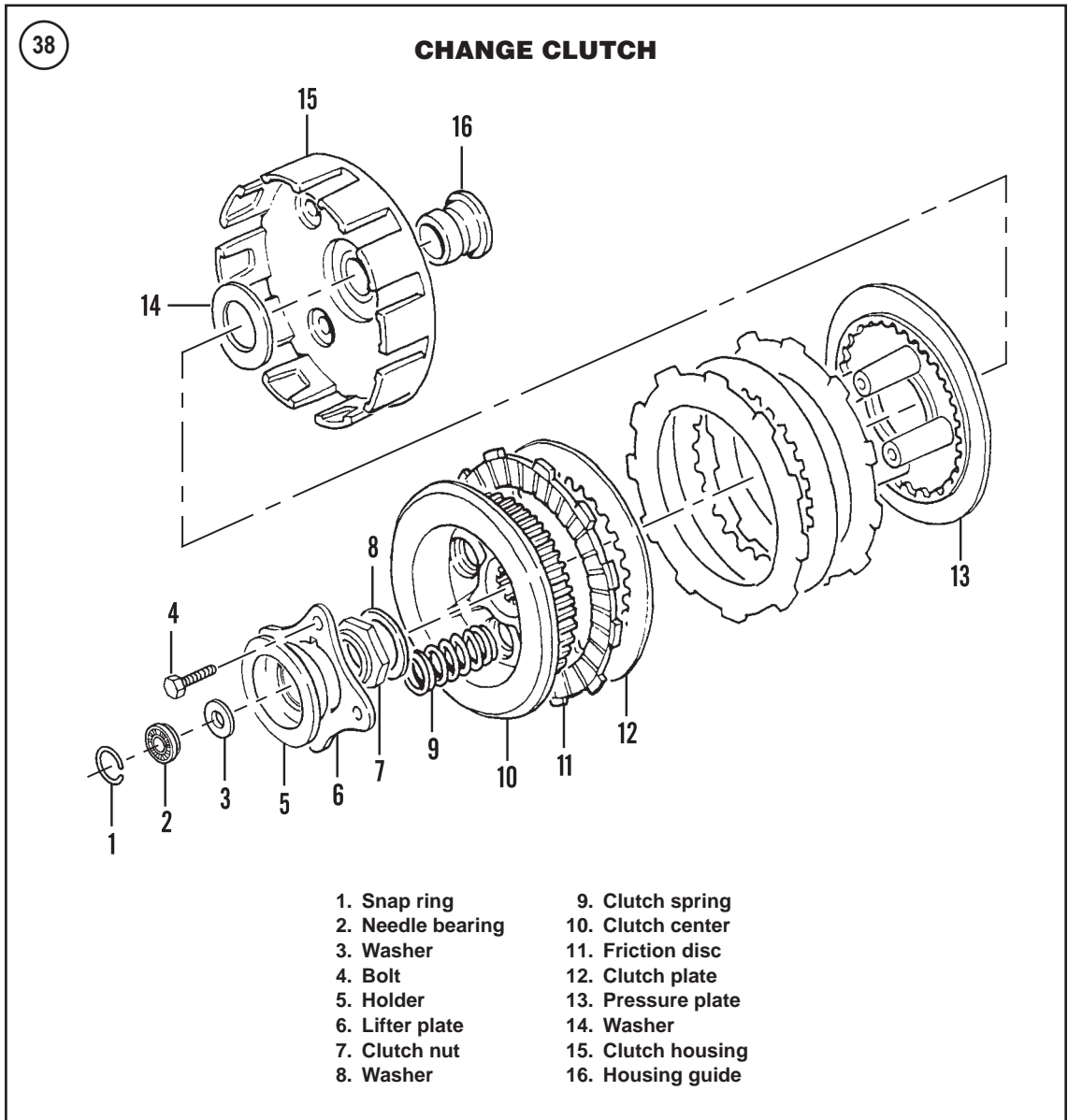


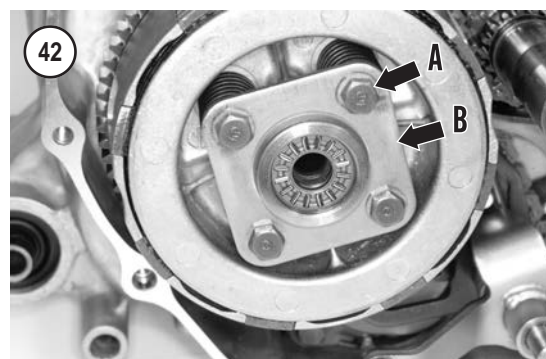
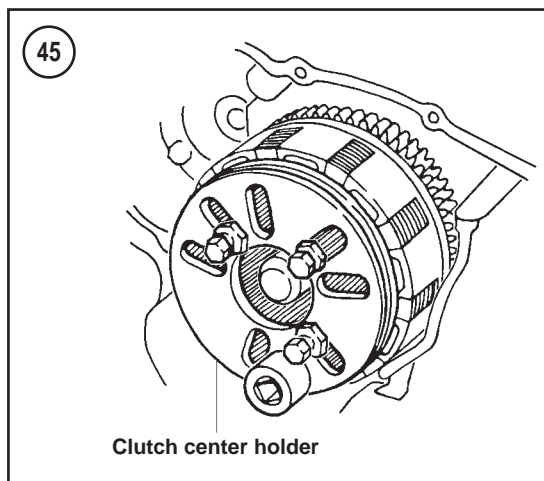
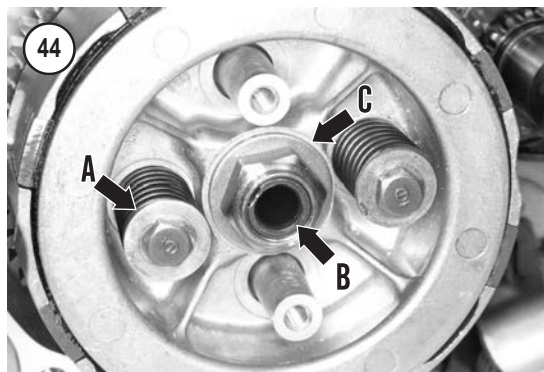
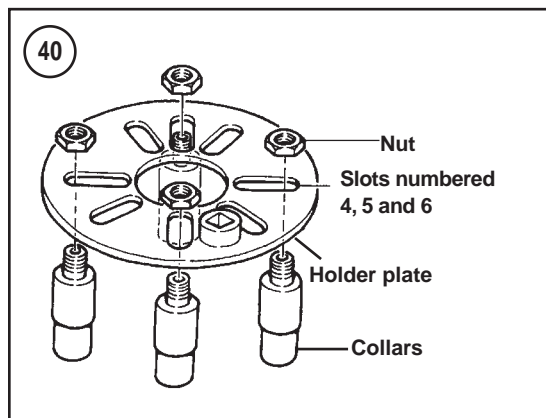
plate) are not disassembled during removal. Refer to A, **Figure 44**.

NOTE

*If a clutch center holder is unavailable, remove the clutch nut with an air or electric impact wrench. Refer to **Tools** in this section.*

6. Hold the clutch center with the clutch center holder (**Figure 45**). Loosen and remove the change clutch nut (B, **Figure 44**) and washer (C). If a clutch





center holder is not available, use an impact wrench to remove the clutch nut.

7. Remove the clutch center, clutch plates, friction discs and the pressure plate as an assembly (**Figure 46**).

8. Remove the washer (A, **Figure 47**) and the clutch housing (B).

9. Remove the clutch housing guide (**Figure 48**) from the mainshaft.
10. Inspect the change clutch as described in this section.

Assembly /Installation

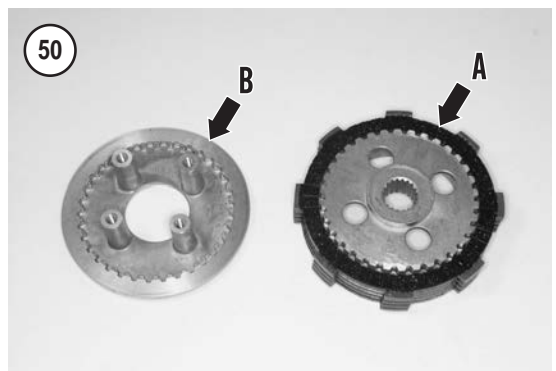
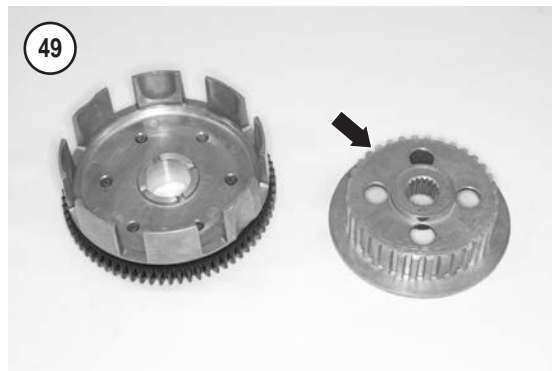
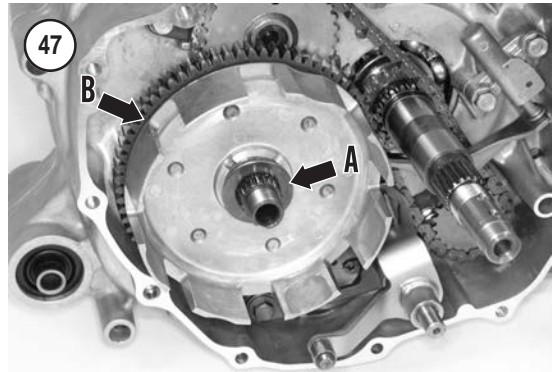
Refer to **Figure 38**.

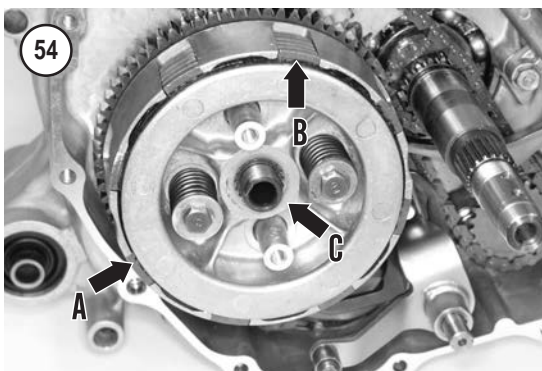
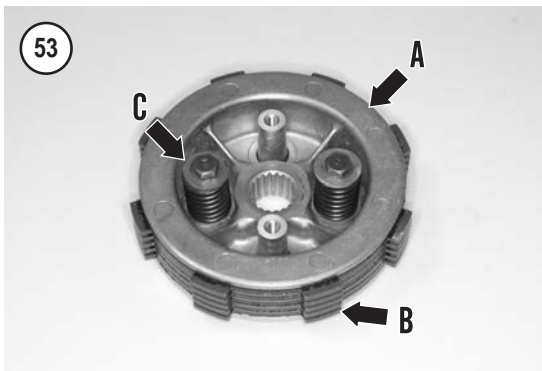
1. Lubricate the mainshaft and all clutch parts with engine oil.

CAUTION

Never assemble the clutch without lubricating the clutch plates and friction discs with oil, especially if the clutch was cleaned in solvent or new discs and plates are being installed. Otherwise, these plates may grab and lock up when the engine is first started and cause clutch damage.

2. Install the clutch housing guide (**Figure 48**) onto the mainshaft.
3. Install the clutch housing (B, **Figure 47**) and then install the washer (A).
4. Assemble the clutch plate assembly by performing the following:
 - a. Place the clutch center (**Figure 49**) on the workbench.
 - b. Lubricate the friction discs and clutch plates with engine oil.
 - c. Install a friction disc and clutch plate. Continue to alternately install a friction disc and then a clutch plate until all the discs and plates are installed. A friction disc should be installed last (A, **Figure 50**).
 - d. Install the pressure plate (B, **Figure 50**) and seat it against the outer friction disc (**Figure 51**). Check that the clutch plate inner tabs engage the clutch center splines and that the clutch center sits flush against the friction disc as shown in **Figure 52**.
 - e. Turn the assembly over so the clutch center (A, **Figure 53**) faces up. Adjust the friction discs as necessary so all their tabs align (B, **Figure 53**).
 - f. If not using a clutch center holder, install two clutch springs, washers and clutch spring bolts as shown in C, **Figure 53**. Tighten the bolt to hold the clutch plate assembly to-





gether. This keeps the clutch center from slipping when tightening the clutch nut.

5. Align the splines of the clutch center with those on the mainshaft, and install the clutch plate assembly (A, **Figure 54**) into the clutch housing. Make sure the friction plate tabs (B, **Figure 54**) sit inside the slots in the clutch housing.

6. Install the washer (C, **Figure 54**) onto the mainshaft.

7. Apply oil to the threads and flange of a new clutch nut, and install the nut (B, **Figure 44**).

8. Using one of the methods described in *Tools*, lock the clutch center to the clutch housing. Note the following:

- a. If using a gear (**Figure 41**) to lock the clutch outer gear to the primary drive gear, install two or more clutch springs, flat washers and bolts. This prevents the clutch center from slipping when tightening the clutch locknut.
- c. When using the clutch center holder (**Figure 45**), remove any clutch spring bolts, washers and clutch springs that were installed in Step 4.

9. Tighten the change clutch nut to 79 N•m (58 ft.-lb.).

10. Remove the tools used to hold the clutch.

11. Using a punch, stake the clutch nut shoulder into the mainshaft notch. Refer to **Figure 39**.

12. If installed, remove the clutch spring bolts and flat washers.

13. Install the clutch springs (**Figure 43**).

14. Install the lifter plate (B, **Figure 42**) and the four clutch spring bolts (A). Finger-tighten the bolts.

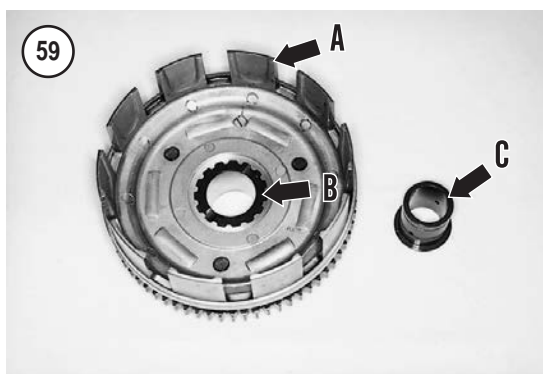
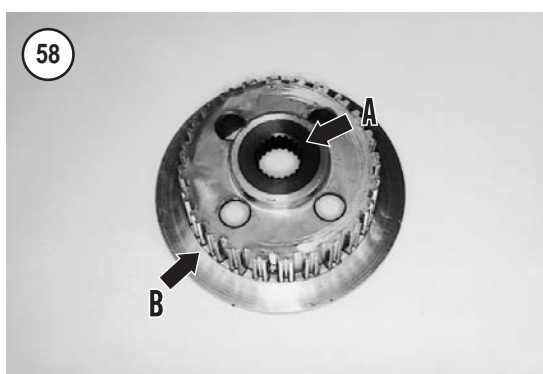
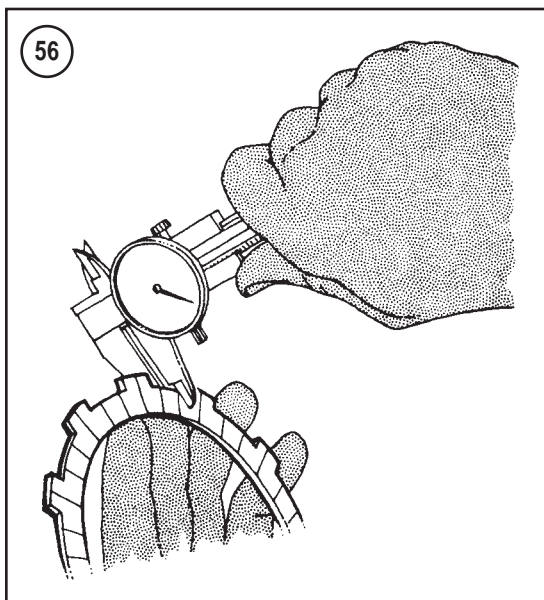
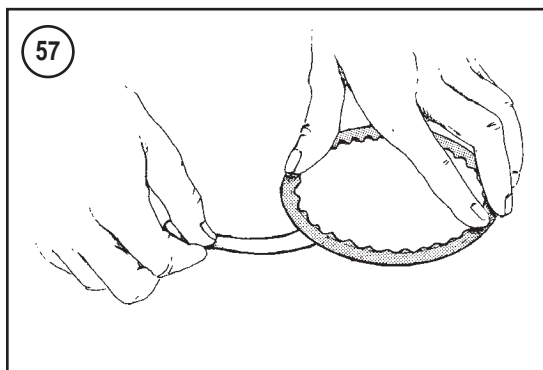
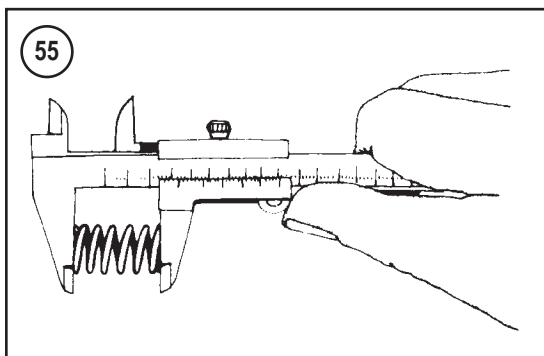
15. Evenly tighten the bolts in a crisscross pattern in 2-3 steps, and then tighten the bolts to 12 N•m (106 in.-lb.).

16. Install the clutch release mechanism and the centrifugal clutch as described in this chapter.

Inspection

When inspecting the change clutch components (**Figure 38**), compare any measurements to the clutch specifications in **Table 1**. Replace parts that are out of specification or damaged.

1. Clean all parts in solvent and dry with compressed air.
2. Measure the free length of each clutch spring (**Figure 55**) with a vernier caliper.



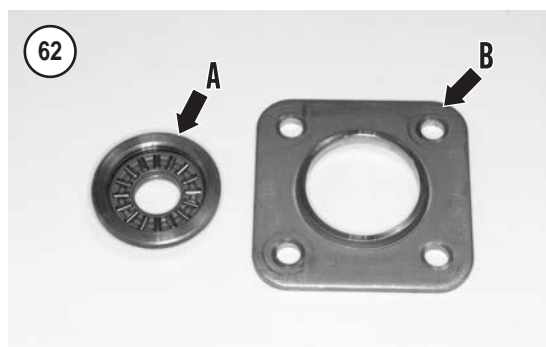
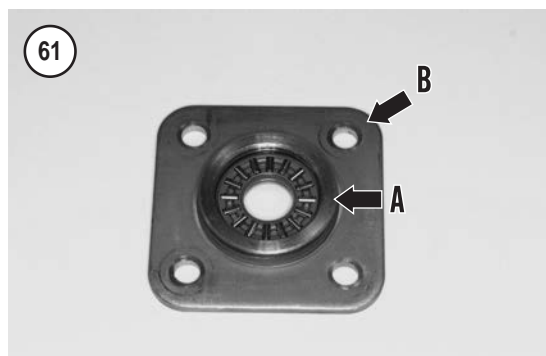
3. Measure the thickness of each friction disc at several places around its circumference (**Figure 56**). Replace the friction discs as a set if any one is too thin or damaged. Do not replace only one or two friction discs.

4. Place each clutch plate on a surface plate or a thick piece of glass, and measure for warp with a feeler gauge (**Figure 57**). Replace all the clutch plates as a set if one is out of specification.

5. Check the clutch center splines (A, **Figure 58**) and plate grooves (B) for cracks or excessive wear.

6. Check the clutch housing slots (A, **Figure 59**) for grooves, steps, cracks or other damage. These slots must be smooth for proper clutch operation. Repair light damage with a fine-cut file or oilstone. Replace the clutch housing if the damage is non-repairable.





7. Check the clutch housing bore (B, **Figure 59**) for excessive wear or damage. Measure the inside diameter of the clutch housing bore.

8. Check the clutch housing outer gear for damaged gear teeth.

9. Check the clutch housing guide (C, **Figure 59**) inside and outside surfaces for cracks, deep scoring or other damage. If there is no visible damage, measure the outside diameter of the clutch outer guide (**Figure 60**).

10. Check the pressure plate (B, **Figure 50**) for thread damage, cracked spring towers or other damage.

11. Remove the holder (A, **Figure 61**) from the lifter plate (B) and perform the following:

- Check the lifter bearing by turning it within the holder (A, **Figure 62**). The bearing should turn smoothly with no signs of roughness or noise.
- Visually inspect the holder (A, **Figure 62**) and lifter plate (B) for damage.
- Install the holder (A, **Figure 61**) into the lifter plate (B).

Table 1 CLUTCH SPECIFICATIONS

Item	Standard mm (in.)	Service limit mm (in.)
Crankshaft outside diameter (at primary drive gear)	23.959-23.980 (0.9433-0.9441)	23.93 (0.942)
Centrifugal clutch		
Clutch drum inside diameter	116.00-116.20 (4.567-4.575)	116.5 (4.59)
Clutch drum bushing inside diameter	24.000-24.021 (0.9449-0.9457)	24.05 (0.947)
Weight lining thickness	2.0 (0.08)	1.2 (0.05)
Clutch spring height	3.0 (0.12)	2.85 (0.112)
Clutch weight spring free length	30.75 (1.211)	31.6 (1.24)
Change Clutch		
Spring free length	35.2 (1.39)	34.5 (1.36)
Friction disc thickness	2.9-3.0 (0.11-0.12)	2.6 (0.10)
Clutch plate warp	—	0.20 (0.008)
Clutch housing guide outside diameter	27.959-27.980 (1.1007-1.1016)	27.92 (1.099)
Clutch housing bore inside diameter	28.000-28.021 (1.1024-1.1032)	28.05 (1.104)

Table 2 CLUTCH TORQUE SPECIFICATIONS

Item	N•m	in.-lb.	ft.-lb.
Centrifugal clutch nut	88	–	65
Change clutch nut	79	–	58
Change clutch spring bolts	12	106	–
Clutch cover bolt	12	106	–
Oil line flange bolts	9	80	

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